

U.S. ENVIRONMENTAL PROTECTION AGENCY  
POLLUTION/SITUATION REPORT  
Space Age Fuel I-84 Diesel Spill - Removal Polrep  
Initial Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
Region X

**Subject:** POLREP #1  
Space Age Fuel I-84 Diesel Spill  
  
Hood River, OR  
Latitude: 35.6877000 Longitude: -121.7123000

**To:** Calvin Terada, EPA Region 10 (POLREP List)  
Beth Sheldrake, EPA Region 10  
Wally Moon, EPA Region 10 (POLREP List)  
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Robert Hildebrand, NPFC (POLREP List)  
Anthony Barber, EPA Region 10 (POLREP List)

**From:** Richard Franklin, On-Scene Coordinator

**Date:** 2/18/2019

**Reporting Period:** 2/11/2019 - 2/15/2019

## 1. Introduction

### 1.1 Background

<b>Site Number:</b>	<b>Contract Number:</b>
<b>D.O. Number:</b>	<b>Action Memo Date:</b>
<b>Response Authority:</b> OPA	<b>Response Type:</b> Emergency
<b>Response Lead:</b> EPA	<b>Incident Category:</b>
<b>NPL Status:</b>	<b>Operable Unit:</b>
<b>Mobilization Date:</b> 2/13/2019	<b>Start Date:</b> 2/11/2019
<b>Demob Date:</b>	<b>Completion Date:</b>
<b>CERCLIS ID:</b>	<b>RCRIS ID:</b>
<b>ERNS No.:</b>	<b>State Notification:</b> OERS 2019-0334
<b>FPN#:</b> E19003	<b>Reimbursable Account #:</b> 2019 HR 10NAXHR 000D91 Z0FF

#### 1.1.1 Incident Category

Emergency Response

#### 1.1.2 Site Description

The site lies along Interstate Highway I-84 in a wooded, rural area adjacent to the Columbia River in the Columbia River Scenic Gorge and Cascade Mountain Range. This section of the Interstate runs adjacent to Lindsey Lake and Lindsey Creek. Drainage from the interstate flows across an embankment into Lindsey Lake. I-84 is a critical, main east-west thoroughfare and main transportation route across northern Oregon. Union Pacific Railroad has a mainline track which crosses the northern edge of the site at Lindsey Lake, where the track and its supporting dirt-fill causeway acts as the Lake's northern confining boundary and a dividing line between the lake and the Columbia River. Two large culverts run through the railroad fill and under the track, allowing water flow/interchange and fish passage between lake and river. Finally, Lindsey Creek flows from upland areas underneath the Interstate and has formed a delta and wetlands in the lake.

##### 1.1.2.1 Location

The site is located on Interstate Highway I-84, MP 54, and lies approximately 9 miles west of the town of Hood River.

##### 1.1.2.2 Description of Threat

During a truck accident and trailer rollover, an estimated 4,400 gallons of diesel discharged from the tank truck's trailer and flowed onto the interstate's east and west bound lanes, and onto a steep, rocky embankment which drains into Lindsey Lake. Due to extreme weather and road conditions, snowplows continued to plow oily snow further east and west along the interstate, into Lindsey Creek, Lindsey Lake, and onto the embankment for days after the incident. Lindsey Lake is immediately adjacent, and hydraulically connected to the Columbia River through two large, open culverts. Lindsey Lake and Lindsey Creek act as a migratory pathway and spawning grounds for native salmon. The Columbia River is a navigable waterway in fact.

#### 1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

## 2. Current Activities

### 2.1 Operations Section

#### 2.1.1 Narrative

At approximately 10:30 AM on 2/11/2018, a petroleum transport trailer overturned on Interstate 84 near Mile Post 54 (9 miles west of the town of Hood River, OR), reportedly due to winter weather and icy road conditions. The trailer was carrying winter grade diesel fuel and is estimated to have discharged 4,400 gallons of product to the roadway. The diesel then flowed across both lanes of the interstate, down a steep snow-covered embankment and into Lindsey Lake. Lindsey Lake is hydraulically connected to the

Columbia River, a known salmon spawning habitat, and currently partially frozen and covered with snow.

### **2.1.2 Response Actions to Date**

The Oregon Department of Transportation (ODOT), Oregon State Police (OSP), and Cascade Fire Department initially responded to the incident. There were no injuries, but two of the trailer's three fuel compartments were compromised, spilling an estimated 4,400 gallons of diesel onto the road surface. The trailer was up-righted without the remaining diesel in the trailer's third compartment being offloaded. The trailer were then driven to Hood River for repair. It was reported that puddles of diesel remained on the road surface after the trailer's up-righting without being cleaned up.

EPA mobilized On-Scene Coordinator (OSC) Richard Franklin and the EPA Superfund Technical Assessment and Response Team (START) contractors to the site to conduct air monitoring, site assessment, oversee response and removal operations, and join Unified Command.

Winter weather, heavy snow, and difficult site conditions posed significant response challenges along this major east/west highway and rail transportation corridor. Safety, equipment staging, and available working platforms to conduct response operations were the primary logistical challenges. Due to traffic incidents on 2/11 and 2/12, long stretches of I-84 westbound lanes were completely closed. ODOT snow plows continued to clear both sides of the interstate during this time, including plowing through the accident and spill site. This resulted in diesel-contaminated snow being pushed to the shoulders of traffic lanes and spread further east and west along the interstate.

On 2/11, response crews were able to set hard mechanical and sorbent boom along the lake's shoreline and outflow culvert into the Columbia River. Much of the lake's surface was covered with snow and ice, which helped prevent the migration of diesel through the lake and toward the River. Air monitoring for volatile organic compounds (VOCs) and benzene was conducted at the site and along the highway. Although diesel vapors could be easily detected by smell, initial air monitoring results showed non-detects and/or background levels for VOCs and benzene.

Unified Command began coordinating with Columbia River Trustees which included the Columbia River Inter-Tribal Fishing Commission (CRITFC), U.S. Fish and Wildlife, NOAA, and DOI. CRITFC's manager of the In-lieu and Treaty Access and Fishing Sites (TFAS) visited the site and notified Unified Command of his observation of the presence of salmon at the railroad culvert entrance to Lindsey Lake, a known salmon spawning habitat. Unified Command then notified DOI, NOAA, and U.S. Fish and Wildlife of the observations and began working on a cultural monitoring plan. Unified Command contacted the U.S. Army Corps of Engineers (Corps) in order to request that the Corps raise the level of the river and lake to help protect the gravel beds from being impacted by diesel.

On 2/12 and 2/13, Unified Command requested ODOT close I-84 lanes so response crews could safely remove diesel-contaminated snow before it could melt and discharge yet more diesel into the embankment and lake, as well as other areas east and west of the spill site. Unified Command and the ODOT representative looked for other options for safe removal of the diesel-contaminated snow, but ODOT did not close the interstate and removal work on the highway shoulders could not be achieved.

On 2/13, after air monitoring detected moderate but increasing levels of VOCs and benzene, EPA consulted with the Agency for Toxic Substances and Disease Registry (ATSDR) on risks to the traveling public and site workers. Health risks to the traveling public and workers were deemed very low in comparison to published health risk values. However, with the potential for increasing levels as snow melted, Unified Command began preparing workers for the potential need for use of appropriate respirators.

On 2/13, Shoreline Cleanup and Assessment Technique (SCAT) activities were conducted by START and work crews on areas east and west on the spill site, which included Lindsey Creek, Lindsey Lake, and the embankment leading to the lake. Teams observed that continued snow plowing by ODOT operations spread diesel-contaminated snow directly into Lindsey Creek, which had not previously had diesel in it, and over response booms further into Lindsey Lake. This necessitated the need for new placement of additional mechanical and sorbent boom in the creek and lake.

## **2.2 Planning Section**

### **2.2.1 Anticipated Activities**

N/A

#### **2.2.1.1 Planned Response Activities**

Continued boom maintenance and removal of diesel at shoreline. Continued air monitoring. Placement of additional boom in the lake, creek, and railroad culvert from the lake into the river. Flushing of the lake's embankment and removal of diesel.

#### **2.2.1.2 Next Steps**

Unified Command is working closely with ODOT to create lane closure plans to facilitate operational needs such as diesel-contaminated snow removal and ensure the safety of responders.

### **2.2.2 Issues**

- Discharge of 4,400 gallons of winter grade diesel onto Interstate Highway 84, Lindsey Creek, and Lindsey Lake, which are immediately adjacent and connected to the Columbia River.
- Harsh winter weather conditions hampering response and removal efforts and creating safety issues due to traffic on I-84
- Presence of salmon and salmon spawning grounds in the lake and creek.
- Spreading of diesel-contaminated snow by snow plows much further east and west of the original accident site, impacting other areas such as Lindsey Creek.
- Potential for diesel-contaminated snow on upland highway slopes to melt and remain a spill source

## **2.3 Logistics Section**

On 2/11/2019, initial response crews, ODEQ and EPA set up a command post at the nearby ODOT/Motor Vehicles Division Weigh Station on Interstate-84. However, on 2/13, ODOT required that Unified Command and response crews remove equipment from the Weigh Station. Oregon State Parks assisted Unified Command in locating a new incident command post by opening the Viento State Park and clearing snow from parking and office areas.

## **2.4 Finance Section**

### **2.4.1 Narrative**

- The PRP, Space Age Fuels, mobilized and are paying for response and removal efforts via two response contractors and an environmental consultant.
- On 2/11/2019, OSC Franklin opened the Oil Spill Liability Trust Fund (FPN# E19003) for an initial ceiling of \$20,000 for response, assessment, oversight, and removal activities.
- EPA issued an initial Task Order (TO) for \$12,000 to the EPA START contractor, Ecology & Environment, Inc., to respond to the site and conduct air monitoring, documentation, and on-scene monitoring for response activities.
- On 2/13, due to weather delays, an increased spill footprint, increased complexity of the spill response, and need to continue onsite activities, the OSC increased the ceiling FPN ceiling to \$50,000.

**Estimated Costs \***

	Budgeted	Total To Date	Remaining	% Remaining
<b>Extramural Costs</b>				
TAT/START	\$33,000.00	\$25,000.00	\$8,000.00	24.24%
<b>Intramural Costs</b>				
USEPA - Direct	\$10,437.00	\$2,000.00	\$8,437.00	80.84%
USEPA - InDirect	\$6,563.00	\$4,395.60	\$2,167.40	33.02%
<b>Total Site Costs</b>				
	\$50,000.00	\$31,395.60	\$18,604.40	37.21%

\* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

**2.5 Other Command Staff**

**2.5.1 Safety Officer**  
Northwest Firefighters  
EPA

**2.5.2 Liaison Officer**  
Northwest Firefighters  
ODOT

**2.5.3 Information Officer**  
ODEQ

**3. Participating Entities**

**3.1 Unified Command**

EPA  
ODEQ  
Space Age Fuel

**3.2 Cooperating Agencies**

Oregon Department of Transportation  
Columbia River Intertribal Fish Commission  
NOAA National Marine Fisheries Service  
U.S. Fish and Wildlife  
U.S. Department of Interior  
Oregon State Parks and Recreation Department

**4. Personnel On Site**

Approximately 28 personnel are on site or supporting site work (EU is offsite).

EPA  
ODEQ  
ODOT  
CRITFC  
EPA START Contractor (Ecology and Environment, Inc.)  
HydroCon consultants  
Northwest Firefighters  
National Response Corporation Environmental Services  
Oregon Parks and Recreation Department

**5. Definition of Terms**

No information available at this time.

**6. Additional sources of information**

**6.1 Internet location of additional information/report**

<https://response.epa.gov/spaceagel-84spill>

**6.2 Reporting Schedule**

**7. Situational Reference Materials**

No information available at this time.